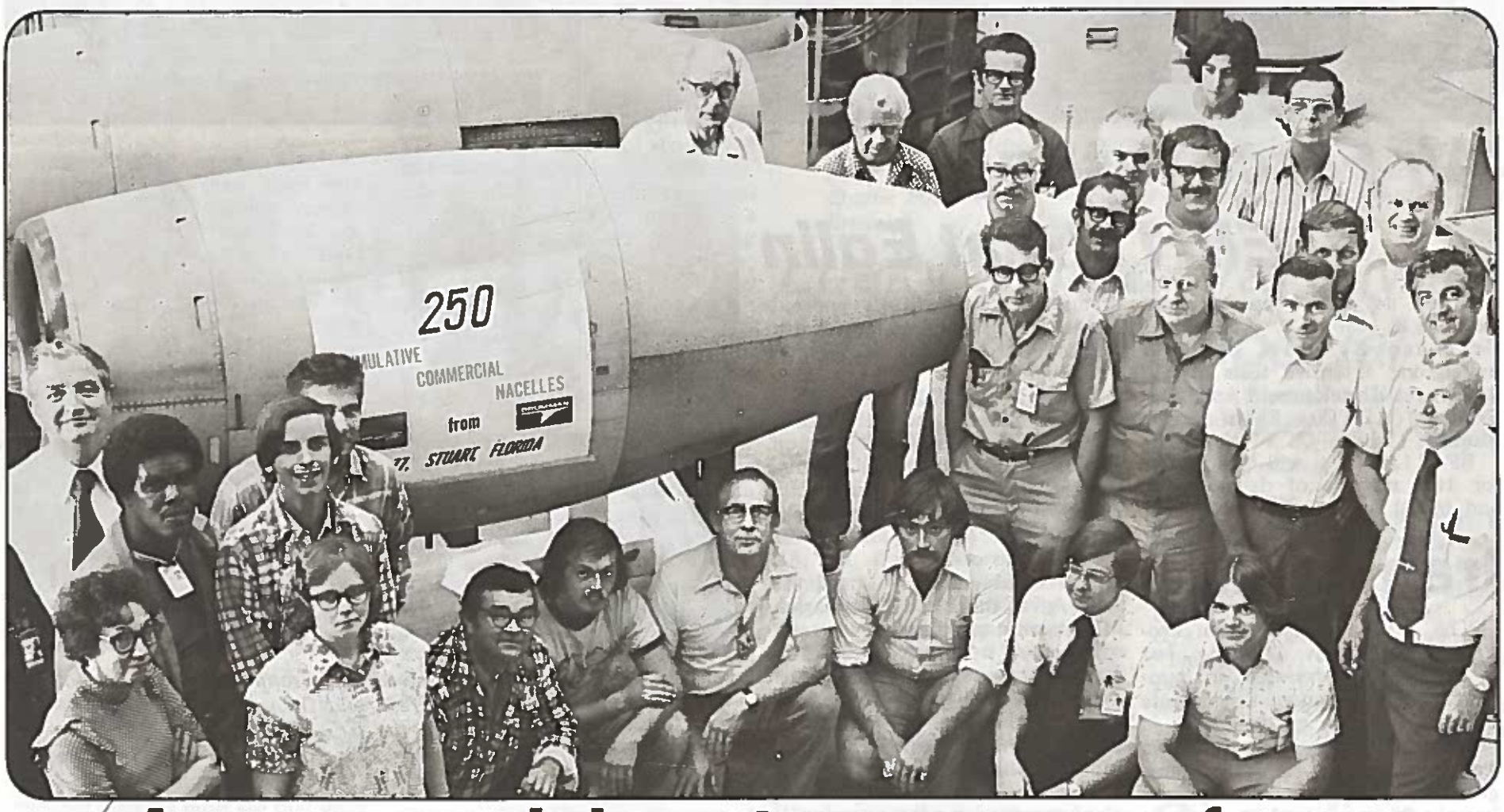
GRUMMAN
plane news

Vol. 36, No. 20, Bethpage, N.Y., November 11, 1977



A commercial venture comes of age

Can an established government contractor venture into a highly competitive commercial field. . .and make a profit?

It would seem highly likely, especially if that new commercial product was compatible with the company's engineering and manufacturing capabilities.

Case in point: nacelles and thrust reversers for small business jets.

It's right up Grumman's alley. Nacelles with structural integrity to house the jet engines; thrust reversers to brake the business jet and provide an extra margin for landings on short or slippery runways.

So it wasn't surprising when Grumman entered the nacelle market back in 1970 with a contract from Dassault in France to design and produce engine nacelles for its new Falcon 10 business jet. And, according to Program Director Ron Pond, although the road was rocky at first, that award opened the door for additional business in the nacelle market.

"A number of small business jet manufacturers had selected the new Garrett TFE-731 engine for their new line of small business jets. Winning the Falcon 10 contract in 1970 provided us with a competitive edge," says Pond. "With each new nacelle proposal for the Garrett engine, our competitors couldn't beat our price. We had a proven product. . .already designed and set up for production and FAA-certified."

With close to $5-million in sales, 1977 marks the first profitable year of operations for the Grumman Nacelle and Thrust Reverser program. Pond predicts that 1978 sales (based on orders and options to buy) will rise to $8-million; in 1979, sales should climb over $13-million.

"It's a business that is never going to take the place of aircraft production, but it's a solid product line with a promising future in profitability and growth," says Ross Mickey, Senior Vice President-Program Management.

Today, Grumman's customers include:

Dassault — nacelles and thrust reversers for the Falcon 10 (F-10) and thrust reversers for the Falcon 50 (F-50);

Israel Aircraft Industries — Westwind 1124 nacelles and thrust reversers;

Hawker Siddeley HS125 Aircraft — nacelles;

AiResearch Aviation Company — nacelles; and

Rockwell International — Sabreliner 65 nacelles and thrust reversers.

Though the future is bright for this commercial venture, the years leading up to 1977 were trying times.

Cost vs price

As with any new business venture, considerable investments had to be made at the outset. But even taking into account production learning curves and initial tooling expenses, the first couple of years were constant battles between production cost and price.

"Our customers didn't want to know how much it cost us to produce their nacelles. They

(Continued on page 4)

Air Force testing EF-111A at Eglin

Since its arrival on Monday, October 3, the U.S. Air Force/ Grumman EF-111A has been undergoing extensive tests at the Armament Development and Test Center (ADTC), Eglin AFB, Florida.

EF-111A No. 2 will be at Eglin for two months of development and initial operational testing and evaluations, and will fly approximately 25 missions against electromagnetic test ranges at the Air Force base.

One of two F-111 aircraft to undergo extensive modifications by Grumman Aerospace at Calverton, the EF-111A Tactical Jamming System is designed to replace the EB-66 in providing electronic countermeasure (ECM) support for tactical air forces.

The combination of speed and range gives the EF-111A a variety of mission capabilities. As a standoff jammer, it can loiter miles from enemy territory for extended periods. As an escort for fighter-bombers, the supersonic swing-wing EF-111A can accompany strike forces all the way to targets deep in enemy territory while providing blanket radar jamming coverage. In addition, it can support fighter-bomber strikes along battlefield front lines.

Supporting the EF-111A during its testing at Eglin is a 40-member Grumman team consisting of Engineering, Flight Test, Manufacturing and other personnel. Al Gurkewitz directs the Grumman effort with support from Test Coordinator Larry Helner, Ken Moser of Flight Test, and Hank Spinks of Manufacturing.

Following the Eglin phase of testing, the EF-111A will undergo four months of primarily operational testing at Mountain Home AFB, Idaho. There it will fly about 45 test missions against electronic warfare ranges at Nellis AFB, Nevada. The same Grumman team will accompany the EF-111A to its western test site.

Iran calling

The Grumman F-14 Iran Program office is looking for Grummanites interested in temporary and permanent assignments in Isfahan, Shiraz, and Tehran.

Benefits vary with location, says Ted Moorman, F-14 program manager for Iran, but can include: approximately 35 percent of base pay in allowances; per diem; end of tour bonus; transportation allowance; free housing with maintenance; utilities; tax equalization policy; furniture, appliances, household effects; medical clinic staffed with an American doctor and nurses; and home leave with paid travel.

"We've made amazing progress on the program since the first Grummanites arrived early in 1974," says Moorman. "Housing is virtually ready on arrival. There are basketball, volleyball, and tennis courts, swimming pools, English language television, softball leagues, travel clubs, a community center, and many more activities available to make your tour more enjoyable."

If you are interested in more details, contact Ivor Frank, Ext. 5862.

'She's all yours.' *Chuck Sewell (L), Grumman chief test pilot and deputy director of Flight Test, and Doug Herd, Grumman weapon system operator, delivered the EF-111A to Eglin AFB early last month. Greeting the duo were Col. Jack Gillette, Test Wing director, and Col. Russ McClintock, EF-111A deputy program director (R).*

Name historian

Herman Schonenberg

Herman "Schoney" Schonenberg is the newly appointed Grumman historian. In his new post, he reports to Brian Masterson, director of Public Affairs.

Schoney's Grumman career spans over 28 years in the Field Service Department. The World War II Thunderbolt pilot is an antique aircraft enthusiast.

In his new post, "Schoney" not only keeps track of company records and memorabilia dating back to 1929, he also answers numerous inquiries from students and authors about Grumman and its products, and assists model makers and antique aircraft builders with specifications of Grumman vintage aircraftt. His first major task: assisting in the presentation of Grumman history to the Canadian Department of National Defence's New Fighter Aircraft (NFA) Program Office.

Schoney is located in the Grumman History Center next to Plant 2, Ext. 2401.

Constructing facility for fusion energy tester

On October 28, ground-breaking ceremonies for the Tokamak Fusion Test Reactor (TFTR) experimental complex were held at Princeton University's James Forrestal Campus. The event marked the start of the largest construction project undertaken to date in the U.S. fusion energy research and development program.

Attention students

Every child has the right to an education — even children with special problems.

New federal and state laws require individual states to find all handicapped children who are not in school.

Child Find is a special effort to locate children in New York with "special handicaps" which may be mental, physical, emotional, or learning problems that make it hard for children to do well in regular school. Finding these children can be the first step toward an education.

Child Find is attempting to locate these children (aged five or older) whether they are in school or out of school — including school dropouts up to 21 years old.

If you think your child has a special problem, contact *Child Find*, 800-342-3814. They will send you more information and a short form to sign and return to them. They will also send your request to your local school district.

If your child is between the ages of five and 21 your district must evaluate the child's needs at no cost, says Joseph Hayward, *Child Find* coordinator for Suffolk District I - Board of Cooperative Educational Services (BOCES). "School districts must see that your child receives the special education needed. All information is kept strictly confidential," says Hayward.

GRUMMAN plane news

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World's first

Funded by the U.S. Department of Energy (DOE), the $239-million TFTR project will be the world's first magnetic confinement device capable of producing a significant quantity of fusion energy.

Under an $18-million contract with Ebasco Services, Inc., of New York City, Grumman Aerospace is providing engineering, manufacturing, and management support for the TFTR project.

Over 1,500 guests attended the hour-long ceremony, which was highlighted by appearances by New Jersey Gov. Brendan Byrne and DOA's Acting Assistant Secretary for Energy Technology Robert Thorne. A number of corporate executives, government officials, and members of the international and national scientific communities were also in attendance, reflecting the cooperative efforts of labor, industry, government and academia.

Among those representing the company were Grumman Corporation Chairman Jack Bierwirth and Vice President Sandy Jones; Grumman Aerospace Senior Vice Presidents Grant Hedrick, Larry Mead and John O'Brien; and Vice Presidents Tom Kane and Tom Kelly.

The Princeton University Plasma Physics Laboratory is prime contractor on TFTR for the U.S. Energy Research and Development Administration (ERDA) project.

At present, 75 Grummanites are working at the Princeton site, adapting technological innovations developed for space exploration to the TFTR project. Deputy Project Manager Bob Papsco heads the Grumman team on the Forrestal Campus. John Coursen, director of Fusion Energy Projects, is directing Grumman's supplementary activities on Long Island, and Tony Piazza is contact administrator for the project.

Future source?

As an energy source, experts believe fusion would provide many advantages. There would be an almost inexhaustible supply of fuel; the small amount of mass needed for a fusion reactor would prevent an uncontrollable release of energy; there would be no chemical combustion products. The materials and by-products involved with fusion are not suitable for manufacturing nuclear weapons. And there would be a low amount of radioactive by-products with a significantly shorter half-life relative to fission reactors. Completion of TFTR construction is scheduled for 1981.

Fickle finger of fate. *Grumman Corporation President Joe Gavin reaches into the drum to pull out the name of the first "Early Bird" prize winner of the United Way campaign with assistance from Charlie Fuschillo (L), director of Employee Services. (Photo by Rich Breunig)*

Lucky United Way givers win 'early bird special'

Cheerful givers are supposed to reap their rewards in the hereafter . . .but 18 lucky Grummanites have gotten the jump on the rest of us. The "Early Bird" prize drawing for this year's United Way campaign prizes was held on Friday, October 28, in Corporate Headquarters. Grumman Corporation President Joe Gavin was on hand to pull out the name of the first prize winner.

All those men and women who were already participating through United Way payroll deduction, plus all new participants who signed up prior to October 22, were eligible for this special drawing.

Grummanites from all over Long Island, across the country, and even one on the other side of the world were named as prize winners. Bethpage, Calverton, Great River, and Huntington were represented, as well as Miramar, California, Glen Arm, Maryland, and Iran.

The winners are: William Parente, Pl. 7, weekend trip for two to Las Vegas; Dennis Wiederkehr, Pl. 56, $300 shopping spree; Frederick Berezuk, Pl. 25, trip for two to Disney World; Richard Heiligenstatd, Pl. 30, trip for two to West Palm Beach; Stanley Bobeck, Pl. 67, Louis Willen, Pl. 40, and Ernest Gudewill Jr., Pl. 5, weekends for two in Watergate Hotel in Washington, D.C.; John Musante Jr., Pl. 6, Ray Grizzel Jr., Pl. 31, and Randolph Soper, Pl. 43, portable televisions; Joe Lago, Pl. 5, Charles Eich, Pl. 60, and Andrew Gelderman, Pl. 35, CB radios; Allan Donley, Pl. 3, Chester Ostrowski, Pl. 3, Richard Halpin, Pl. 43, Pasquale Fischetti, Pl. 25, and Mary Rovegno, Pl. 30, sets of cut crystal Grumman glasses.

Early response

When PLANE NEWS went to press, this year's United Way campaign chairman, Senior Vice President Ross Mickey, was encouraged by the response. "We already have 85% participation," Mickey says. "That's only 10 percentage points away from our goal. With two weeks left in the campaign, I think we've got enough time to hit our mark."

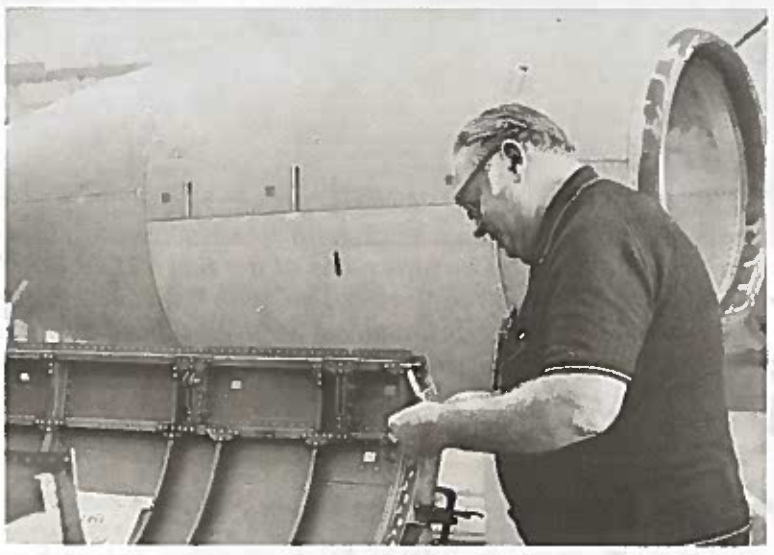
Open line

If you have a "Trimline" or "Princess" telephone, check the brand name and model of the transformer that provides the power for the light in the dial.

Some transformers have proven defective, says New York Telephone Company, resulting in a momentary burst of flame that has caused minor damage in some cases.

Although transformers are made by several companies, only those manufactured by Ault Inc. may be defective. They plug into electrical outlets and are in a plastic case with these markings: KS-20426 L3 TRNSF Made by Ault Inc. FOR WESTERN ELECTRIC.

If you have an Ault transformer, don't try to remove it yourself. Instead, call your telephone repair service for a free replacement.



Begin brighter chapter in commercial venture

(Continued from page 1)

signed a contract for a specific price tag," points out Pond. "In those early years, our costs far exceeded our price tag."

Although the program was ushered in with much fanfare and high hopes, the key question soon became: could this new commercial venture really operate in the Grumman Aerospace structure?

The answer: yes, but only after changes had been made. In 1976, Program Director Tom McGrath initiated a complete re-evaluation of the commercial program.

According to McGrath, presently assistant to Grumman Aerospace Chairman and President George Skurla, it took an around-the-clock effort by the entire nacelle program team — not only program managers, but people in Engineering, Tooling, Plant 2 Detail Parts, and Plant 77 final assembly — to turn the project around.

One of the first obstacles: overcoming cost overruns.

"Detail parts contribute approximately two percent of the entire cost of an E-2C," points out Ross Mickey, "but detail parts in a nacelle amount up to 50 percent of the unit cost." It became apparent that small problems on nacelle detail parts could soon result in big cost problems for the program.

Naturally, attention focused on detail parts. Establishing an efficient production line that begins in Plant 2 on Long Island and ends in Plant 77 in Florida posed a problem common to the manufacturing world at Grumman.

People from Engineering, Tooling, and Production combined forces. To eliminate trimming and rework and assure proper fit at the end of the assembly line in Plant 77, new tooling fixtures were made for both Plant 2 and Plant 77. Engineers redesigned those detail parts that were constantly requiring rework. For greater schedule control, Plant 2 began manually tracking every detail part it made for nacelles.

While drastically reducing operating costs, a strong working relationship developed, says Bill Brown, manager of Commercial Programs at Stuart. "One week, we'd call Bethpage and explain how we thought we could do a better job if they'd improve a certain design or tool. Then we'd see those improvements come right down the line. Everyone was trying to hack the problem."

Team effort

From the outset of the recovery program, everyone knew the score: relationship of costs to final price, and what had to be done to make it a winning team. Before long, the red ink disappeared and was replaced by black on the daily reports.

Another problem area that had to be tackled was quality. "For decades, Grumman's name meant 'top quality,' " says Pond.

"But be found that not only did our customers expect structural integrity in our nacelles, they demanded cosmetic quality as well.

"Today," says Pond, "every rivet is exactly in line; gaps where skins join not only meet blueprint tolerance, they are an even distance throughout the finished product.

"When you look at the business jets they're marketing today," says Pond, "our nacelle is literally right at the customer's eye level. If you're buying a $1-million plus plane, it's understandable why you'd want it to look 'perfect'."

The men and women in Manufacturing responded to the customers' requests. . ."a true demonstration of Grumman's pride of workmanship," says Pond.

There were adjustments in customer relations as well. "We have five customers. All in tough competition with each other in the business jet market. We found that each customer is rightfully number one," states Pond. "Since three firms are from outside the U.S.A., we had to learn the other country's business customs. . .and once we overcame any language barriers, we had no problems."

Ongoing effort

Improvements haven't stopped. Manufacturing is now studying the feasibility of using the Grumman stress wave riveter for higher strength and precision fasteners on the nacelles. Various other manufacturing techniques are being studied to not only improve the quality of the product, but further reduce production costs.

And right now Vice President Ed Dalva is considering larger quarters for the nacelle and thrust reverser final assembly at Stuart.

'Gained credibility'

Shifting the venture into a profitable phase had now opened the door for further expansion and even greater profitability, says Mickey. "The program has matured and gained credibility within Grumman Aerospace's structure. Today, Ron can approach our office, and say 'I know a customer is going to order a certain number of nacelles next year.' He can get the funding to go and buy the materials and start production. Such an action enables him to beat inflation and work around production's peak work schedule on other programs."

Adds Pond, "Even if one customer doesn't order that specific amount in his next shipment order, I can use the same details parts for another order. All five nacelles have many of the same parts, because they're designed for the same Garrett jet engine."

1977 GAA GOLF LEAGUE CHAMPS

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1. **CHOPPERS:** Jim Duffy, Dan Pierce, Jack Nielsen, Diran Panshoukian
2. **INTRUDER:** Jim Karanik, John Bohum, John Starmack, Bertel Seberg
3. **HAWKEYE:** Nat Lazzara, John Schneider, Bob Gagnon, Ed Zakshevsky
4. **WEDNESDAY GOLF AND TEE:** Evelyn Crosman, Barbara Spanskie, Lottie Lewis, Fran Lyons
5. **HACKERS:** Ken Johnson, Ted Hansen, Jack Nielsen, Walter Haacke
6. **TUESDAY HILL AND TREE:** Nancy Duggen, Joan Brady
7. **THURSDAY BETHPAGE:** June Cashman, Lin Prager, Peggy Bunzel, Nikki Wright
8. **RUNAMUCKS:** Ted Lohse, George Olsen, Cliff Miller, Carmine Vitale
9. **TOURNAMENT:** Bill Wright, Charles Selock, John Crawford
10. **PROGRAM MGT.:** Jack Nielsen, Charlie Weizenecker, Charlie Fredericks, Charlie Rak

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11. **MASTERS:** Tom Conley, Dan O'Brien
12. **FACILITIES:** Gerald Berman, Eric Bunzel
13. **MEASUREMENT STANDARDS:** Robert Elkins, Frank Hetzel, Mike Cardella, Frank DeDe
14. **ECHO:** Walter Bruns, Herb Matthews
15. **BIG RED TOMCAT:** Ken Smith, Mel Griffith, Steve Kish, Steve Dorniak
16. **PURCHASING:** Frank Purstell, Morris Kohn, Nelson Simpson, Andy Paterno
17. **WEDNESDAY NIGHT:** Elena Semertgis, Vivian Dooley, Eileen Toomey
18. **PUBS DUFFERS:** Jack Cummings, Roy Kudrzycki
19. **GULFSTREAM SERVICE CENTER:** Walter Schnurman, Cal Burchett, Sonny Romuno, Dom Martino
20. **WYANDANCH GOOD GUYS:** Vinny Frazzitta, Bill Lamm
21. **TIGERCAT FALL:** George Franke, Al Casper
22. **TOPFLIGHT:** Dick Fossing
23. **FLYING LYNX:** Jim Alverson, Tony Uravitch

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24. **GRAY:** Jim North, Bill Tebo
25. **TIGERCAT:** Rudy Adornato, Bill Costanzo, Bud MacKenzie, Joe Becker
26. **HACKERS:** Jerry McMahon, Ed Zarod, Larry Holzapfer, Norm McDowell (not pictured)
27. **FOUR ACES:** Dick Passarella, Bill Merino, Jim North
28. **PRINCETON:** Charles Burke, George Barnes, John Aaen, Anthony Geraci
29. **GREAT RIVER CHAMPIONSHIP:** Rocco Famiglietti, Ralph Scordino, Howard Peck, Bruno Caputo, Bill English, Joe Gentile, George Doris
30. **GREAT RIVER THURSDAY:** George Doris, Ralph Scordino, Rocco Famiglietti, Howard Peck, Joe Gentile, Bill English, not pictured — Eddie Starling, Charlie Clark
31. **GREAT RIVER TUESDAY:** Frank Hellwagner, Jack Gilfedder, Dick Walsh, Otto Peters
32. **GREAT RIVER FRIDAY:** Chet Senig, John Pitcher
33. **PLANT 6:** Ray Varady, Don Bostrom

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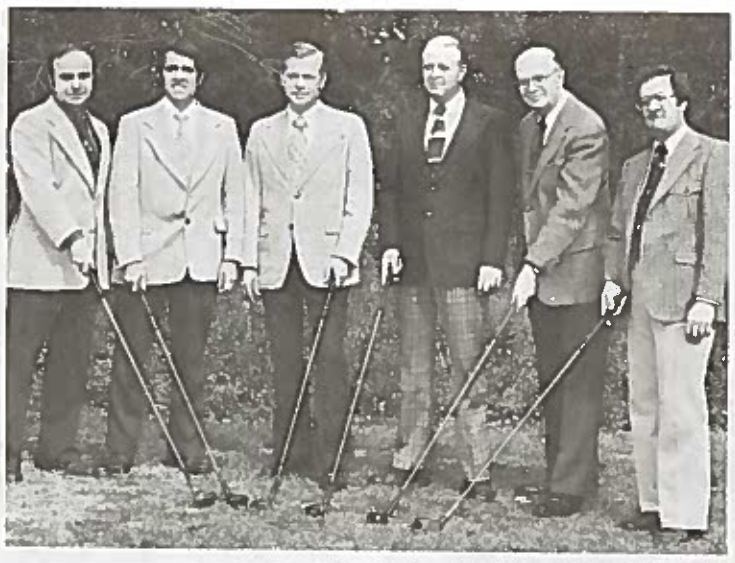

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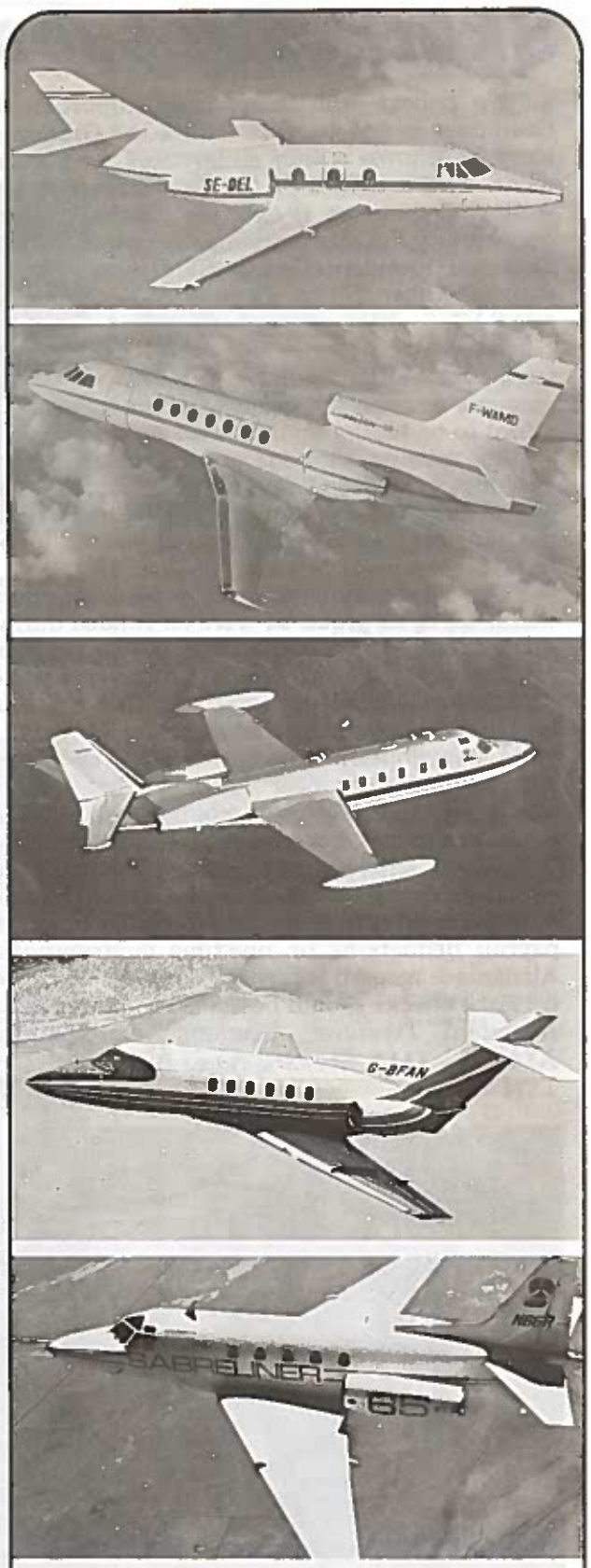
GRUMMAN plane news
SPECIAL SUPPLEMENT

34. **PECONIC:** John Skipka
35. **FLIGHT TEST CENTER:** Carl Locker, Dennis Grey
36. **HAUPPAUGE SWINGERS:** Harold Stanley, Ray Newcomb, Tony Klobukowski, Charles Holzer
37. **MED:** George Collora, Fred Kolb, Jim Lemyre, Barney Distler
38. **GDS:** Jim Dalman, Henry Pfister, Dick Ryan (not pictured), John Witte (not pictured)
39. **AVIONICS:** George Stuppiello, Neil Scioscia, Bill Groth, Steve Turek, Joe Drvostep, Hugo Ritucci
40. **BLUE:** Sy Dawer, Al Andrus, Armand Affe, Freeman Nevers (not pictured)
41. **PECONIC:** Al Andrus, Dick Hanney (not pictured)
42. **SWINGERS:** Bob Chalus, Les Spence, Bob White, Steve Hoops
43. **BEARCAT:** Vinnie Iannocone, Burt Dencker

With its major problems now behind it, Pond and his program team are now investigating other ventures into the nacelle marketplace. "Since the program's beginning, we've concentrated on the TFE-731 engine," states Pond. "Presently on the boards is a thrust reverser and nacelle proposal for the new RB401 engine being developed by Rolls Royce."

Ross Mickey sees it this way: "When very large corporations begin new business ventures, they are fortunate if one out of every four comes to fruition. And, reviewing case histories, rarely does a company see the light at the end of the tunnel for its new enterprise until about five years after the outset.

"At Grumman, we believe we can succeed in selected commercial ventures — the Nacelle and Thrust Reverser Program team is proving it."



Inside view

Late last month, the Grumman Nacelle and Thrust Reverser Program passed a major milestone when the 250th nacelle rolled off the production line at Plant 77, Stuart (cover photo).

Above, five of the six small business jets equipped with Grumman-built nacelles and/or thrust reversers are (top to bottom) Dassault Falcon 10 and Falcon 50; Israel Aircraft Industries Westwind 1124; Hawker Siddeley Ltd. HS125-700; and Rockwell International Sabreliner 65.

Skurla stresses impact of PAC membership

"We believe it is increasingly important to Grumman — and to you — that the Grumman story be known within all levels of the government. The activities of the Grumman Political Action Committee (PAC) can assure us that opportunity," wrote Grumman Aerospace Chairman and President George Skurla, in a letter, dated October 20, to all employees eligible to join PAC.

Recent news stories on Capitol Hill actions emphasize Skurla's point — the days when government contractors, such as Grumman, could afford to be totally apolitical are no more.

"The competition for government funds in Washington is fierce," says Skurla. "Varied interests throughout the country are represented in the nation's capitol and they all clamor to be heard.

"The four prime aircraft production lines which we're so proud of were all funded during a time frame when politics was not so rampant . . .It is therefore critical to Grumman and to our current and future programs, that we, too, be heard locally and in Washington.

"A contribution from each eligible employee will give us a stronger voice, so that, in the words of the television commercial, "When Grumman speaks, government will listen."

Enclosed with Skurla's message were authorization cards which allow eligible employees to contribute to the PAC on a periodic basis via payroll deductions or one-time contributions. All cards — no cash is permitted by law — and/or personal checks should be mailed to: Jim Reilly, Assistant Treasurer, Grumman Corporation, A14-111, 1111 Stewart Ave., Bethpage, N.Y. 11714.

NOTE: A copy of Grumman's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

Question and answer

PLANE NEWS has compiled the following questions most frequently asked about the Grumman Political Action Committee.

How does a Political Action Committee operate?

Legally speaking, a PAC is a non-profit, unincorporated associaton open to solicit voluntary campaign contributions from a company's executive, administrative and professional employees. Under Federal law, all political action committees must have a chairman and a treasurer who have very specific obligations and responsibilities with respect to registration, solicitation of funds, accounting of funds, reporting and disclosure of receipts and expenditures, and for compliance of the political action committee's adherence to Federal law.

Why can't all Grummanites join the PAC?

"While we would prefer to open this plan to all employees at Grumman, Federal and State legal complexities over which Grumman has absolutely no control, prevent us from doing so," says Grumman Corporation Chairman Jack Bierwirth.

Are contributions tax deductible?

Contributions to political candidates and political committees, including the Grumman Political Action Committee, qualify for either a tax deduction of up to $100 ($200 for a joint return) or a tax credit against taxes equal to one-half of such contributions but not more than $25 ($50 on joint return) each tax year.

Who decides which candidates will receive funds from the Grumman Political Action Committee?

A 14-member Steering Committee decides to whom PAC donations will be distributed. This committee is composed of Grummanites who broadly represent the corporation's subsidiaries and interests at a number of geographic locations.

Grumman's Washington Office plays a key role in recommending candidates whom it believes have demonstrated supportive positions in Grumman's interests. Realistically, as political decisions play an increasingly important role, it is imperative that we keep pace with our competitors by actively supporting those candidates, whether Federal, state, or local, who actively support us, says Skurla.

How are contributions distributed?

According to Steering Committee vice chairman Gordon Ochenrider, all campaign contributions from the Grumman Political Action Committee are hand delivered to each recipient by top officials in Grumman who are also PAC members. "For instance, in 1976, George Skurla met with President Jimmy Carter during his campaign in New York City; he also presented a check to the Republican National Committee to former Vice President Nelson Rockefeller. Delivering a check from 'Grumman Political Action Committee' opens the door for Grumman to tell our positions and further explain our company's products to all levels of government officials . . . .It is a tool that's a necessity in today's government operations."

Why contribute during an 'off-year' election?

The Grumman Political Action Committee needs funds all-year-round. For instance, many officials are still paying off their campaign debts from last year. And the Political Action Committee's projected budget for 1978 is significantly higher than 1976, the year PAC was organized. The entire House of Representatives is up for re-election; as is one-third of the Senate. This year is the time to begin accumulating the funds needed for next year's undertaking, says Ochenrider.

Why join the PAC, if I already support my favorite candidate?

"It's our belief that the collective efforts of the contributors to the Political Action Committee are more effective than individual efforts in advancing our common interests in supporting candidates whose positions are compatible with our own," stated a letter signed by Grumman Corporation Chairman Jack Bierwirth and President Joe Gavin to all eligible Grummanites in June of this year.

Is the Grumman Political Action Committee involved in any other activities besides soliciting campaign contributions?

In addition to providing the company more "clout" in the political arena, the Grumman PAC began to encourage employees to play a more vigorous role in the American political system.

For the first time, the Steering Committee last month sponsored a "Meet Your County Executive Candidates" night in Plant 30 for Nassau County PAC members. According to Tom Rozzi, it is only the beginning. Similar political awareness programs — on the Federal, state, and local levels — are being planned for next year.

PAC meets candidates

On October 27 and 28, members of the Grumman Political Action committee met with the three candidates for Nassau County Executive in the November 8 election: (above L) Ralph Caso running as an Independent; (above R) Democratic candidate Irwin Landes; and Republican Francis Purcell (at right).

Grumman PAC chairman Tom Rozzi says 'it's only the beginning' of such political awareness programs at Grumman.

scorecard

The Grumman Gophers rifle team began its 1977-78 L.I. Industrial league season right on target.

In the season opener, the Gophers shot down Republic 773-426. High scorers were Bob Mansbart, 195; Dick Horn, 194; Paul Waisanen, 193; and Art Sauter, 191.

If you are interested in joining the rifle team, call Mansbart, Ext. 5471 or Hank Womble, Ext. 5313.

Lights out

The Grumman Table Tennis Club proved to be too strong for the newly formed LILCO team. Playing host at Plant 24, the Grummanites beat their guests, 20-0.

Grumman's "A" squad — Tony D'Ambrosio, Steve Lake, Phil Pinkney and Roger Ng — swept their bracket, 10-0. They only lost one singles and one doubles game.

In the "B" division, Harold Salerno, Phil Gress, Mike Levy and Ron Price, along with substitutes Sandy Wilkins and Rosie Strazzeri, fared even better by winning all 10 matches without losing a game.

According to club president Frank Malone, despite the one-sided results, many games were close and both company teams are looking forward to future inter-company matches.

Jet propulsion

The Jets successfully defended their GAA Wednesday after-hours softball league title by defeating the Shadows, but the road to the 1977 title wasn't smooth.

In the best-of-three championship series, the Jets won 9-8, then dropped the next game, 4-10, setting the stage for a dramatic finale.

After the regularly scheduled five innings, both squads were tied 3-3 and were forced to play an extra inning. Then in the bottom of the eighth, the Jet's catcher John Ketcham's single drove in Dom Pagnozzi with the winning run.

Third baseman Bob Metz slugged a two-run homer in the game (his second in the series), while combining with fellow infielders Pagnozzi, Al Grillo and Marty Martinez to run over four double plays.

Calverton champs. *Winners of the annual Calverton tennis classic are all smiles: (L to R above) mixed doubles champs Marv Thorne and Jody Boyle and singles titleholder Paul Waisanen with runner-up Thorne; (below) women's doubles team Maureen Leoni and Boyle, and men's doubles champions Waisanen and Chuck Darling.*

Top hoopsters. *Stuart's basketball squad had quite a season in the Ft. Pierce-St. Lucie County summer league. They captured the season championship and finished runner-up in the tourney. Team manager Bill Bradley (R) and coach Frank Little (L) present trophies to Stuart Operations General Manager, Vice President Ed Dalva. Members of the team are (L to R): Bill Blatch, Isaac Knight, Curtis Blatch, Al Coleman, Conrad Patterson, Willie Freeman, Calvin Johnson, Dave Whalen, Not pictured: Dealmos Gaines, and Andrew Rogers.*

calendar

Aikido Club: every Mon. and Wed., 5 p.m., Pl. 35 cafe; for sport and self-defense; L.I. Aikido Federation; all guests welcome. B. Bauman, x4636/M. Stock, x7186.

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 15, conference room C; meetings. Personnel Relations, x3521; Calverton: every Mon., 4-5 p.m., Headquarters Building; Great River: every Wed., 4-5 p.m., Pl. 43 conference room 3.

Amateur Radio Club: Wed., Nov. 16, 5 p.m., radio shack, roof of Pl. 5; election of officers; all welcome. J. Courtney, x2536.

American Production and Inventory Control Society: Mon., Nov. 21, Antun's, Old Country Rd., Hicksville, dinner 6:30 p.m., presentation 8:00 p.m.; local chapter; guest speaker: Ralph Baron, corp. material manager, Lightolier—"A Warehouse to Master Schedule Link;" all welcome. N. Heilweil, x2250.

American Society for Metals: Wed., Nov. 16, Antun's, Old Country Rd., Hicksville, complimentary cocktails 5:30 p.m., dinner 6:30 p.m., presentation 8:00 p.m.; (members $6, non-members $6.50, students $3.75); local chapter; guest speaker: Anthony Quaglia, president of Bennett Heat Treat Co.—"Heat Treating and Brazing;" all welcome. J. Beaudoin, x3945.

Coin Club (Bethpage): Wed., Nov. 23, 12:05 p.m., Pl. 25 vendor conference rooms; informal lunchtime meeting; all Grummanites welcome. K. Hale, x3717.

Grumman Family Campers: Sun., Dec. 4, 5 p.m., Pl. 3 cafe; local chapter; monthly meeting and annual Christmas party; guests welcome. J. Cornacchia, x(115)3625.

IEEE L.I. Section: Tues., Nov. 15, 7:45 p.m., IEEE Headquarters, 345 E. 47 St., NYC; NY/LI reliability chapter; guest speaker: D. Patton, chief of environmental assessment, NY outer continental shelf office—"Risks of Off-Shore Oil Exploration and Production;" all welcome. J. Drvostep, x(115)3530.

IES: reservations required; Thurs., Nov. 17, Antun's, Old Country Rd., Hicksville, cocktails 6 p.m., dinner 7 p.m., presentation 8 p.m.; NY metropolitan chapter; guest speaker: Leo Schefer, director of Public Affairs, British Aircraft Corp. — "Concorde—Its Effect on the Environments;" all invited. J. Popolo, x6704.

Society of Logistics Engineers: Tues., Nov. 29, 6—9 p.m., Antun's, Old Country Rd., Hicksville; cocktails and dinner $9.50pp; L.I. chapter, no. 1 dist. #10; business and speaker meeting; guests welcome; also: work shop prior to meeting 5:15—6:00 p.m.; guest speaker: Bernie Rachowitz—"Design to Cost."

Society of Manufacturing Engineers: joint meeting with ASQC; Mon., Nov. 14, 7:30 p.m., PINY; local chapter; guest speaker; George Loiselle, Jones and Lamson Co.— "Optical Comparitor Story;" all welcome. B. Hollaway, x4681.

The National Secretaries Association (Intl.): Thurs., Nov. 17, Polish Independent Club, Marcy Ave., Riverhead, cocktails 6:30 p.m., dinner 7:00 p.m., presentation following; all chapters; guest speakers: three twin forks chapter finalists and three judges representing management, education, and the secretarial profession—"Secretary of the Year" contest; all welcome. E.M. Gaias, x(117)7397.

American Society of Mechanical Engineers: Thurs., Nov. 17, 6 p.m., Holiday Manor; guest speaker: Pete Rosoff, ASME regional v.p.; student awards night and film "On the Shoulder of Giants." Prof. Byron Schieber, 354-0521.

Iranian F-14 update

Eight officers of the Imperial Iranian Air Force (IIAF) recently spent four days at Plant 15 for an F-14 Program Status Review and for the 11th Integrated Logistics Support (ILS) management team meeting. During their stay, they met with Grumman and other contractor ILS and Navy representatives to discuss the progress of the F-14 program in Iran.

Col. Mohammed Ghanipour led the IIAF contingent, consisting of Maj. Mohammed Raoufinia, Maj. Nasaer Mahvashan, Capt. Hossein Haghbayan, Capt. Maleki, Lt. Aliaybar Pourmahram, Lt. Mohammed Alinia, and Lt. Abbas Esmailzadeh.

In his address, Col. Ghanipour said that the Imperial Iranian Air Force personnel and the U.S. Navy and Grumman people all work together as one team. He attributes the program's high level of achievement to that team spirit.

The program status review was chaired by Wils Purdue, the Navy's F-14 deputy for Support. At the ILS management team meeting, Gene Banigan, assistant program manager for Logistics, said that the operational readiness of the F-14 in Iran has been "...outstanding,

Col. Mohammed Ghanipour

especially considering that Khatami Air Force Base has been in existence for only two and a half years."

Special needs

Other subjects examined by the participants were: contractor technical services, spares and repair parts, ground support equipment, trainers and training, facilities, and publications.

A third in-country program management review is scheduled to take place in Iran in December of this year.

In the field. *During his visit to the West Coast, Grumman Aerospace Chairman and President George Skurla reviews F-14 modification work being performed at Pt. Mugu with (L to R) Charlie Farrell, assistant manager-Product Modification and Test; Charlie Brown, director of Pt. Mugu Operations, and Altha Collins, senior assembler/riveter.*

obituaries

STANLEY J. JUZWALK of Cent. Shipping Handling, Plant 17, died October 25 at the age of 56. He had been with the company since 1960 and lived at Berry Hill Rd., Syosset.

EDWARD R. WADDELL of Plant Protection, Plant 18, died October 22 at the age of 64. He worked for Grumman since 1960 and resided at 720 Woodbridge La. W., Wantagh.

Personals

I would like to thank all of my many friends at Grumman and Employee Services for their generosity and kind expression of sympathy during the recent loss of my husband. Lillian Baldissard

I would like to thank all of my many friends at Grumman and Employee Services for their generosity and kind expression of sympathy during the recent loss of my husband. Lillian Baldissard

I wish to thank all my friends, fellow-workers, and Employee Services for the thoughtfulness shown during the recent loss of my mother, Bianca. Bruno Cereghino

I wish to thank every one of our "Grumman Family" (my co-workers, friends, Employee Services, supervisors, and Quality Control Dept.) who were so kind and thoughtful during my recent bereavement, the loss of my beloved wife Loretta on Oct. 5. It meant so much to my family and me. God bless you all. Douglass Hassell

My family and I wish to express our appreciation to my fellow workers and Employee Services for their kindness and thoughts in the recent loss of my father. Joseph V. McCarthy Jr.

Unveil Art-Photo show

The Grumman Athletic Association (GAA) begins accepting entries for this year's Art and Photography Show next Monday, November 14.

Entries will be accepted Monday through Wednesday, November 14-16, from noon to 1 and 4 to 6 p.m. daily in Plant 28 auditorium. Those who work at Calverton should contact Sal Cordaro, Ext. 6559; at Great River, call Charles Greco, Ext. 2349. Both will arrange to have your entries transported to the show in time for the judging.

This year's Art Show categories are: (1) oil, plastics, acrylics — landscapes, seascapes; still life, misc.; figure, portrait; nature; (2) watercolor; (3) pastels; (4) black and white, graphics, etc.; (5) sculpture; (6) non-objective, abstract, any medium.

In the Photo Show, black and white prints, color prints and color slides divisions will be judged in the following categories: pictorial, nature, still life, and abstract; portraiture; human interest; and macro-photography.

Volunteers!

Volunteers of all ages are needed for Grumman's Project FIRES — a study to develop an integrated life protection system for firefighters.

A limited number of volunteers will be selected for the program. In the near future, a meeting will be held to discuss the aspects of the study. At that time, volunteers will be able to re-affirm their willingness to participate.

If you're interested, send your name, height, weight, age and telephone extension to: Dr. Robert Del Vecchio, Mail-stop C26-05.

GRUMMAN plane news

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